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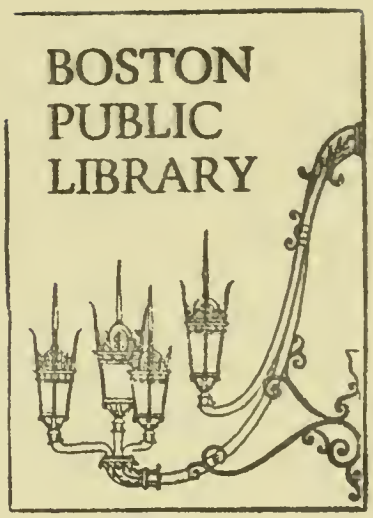
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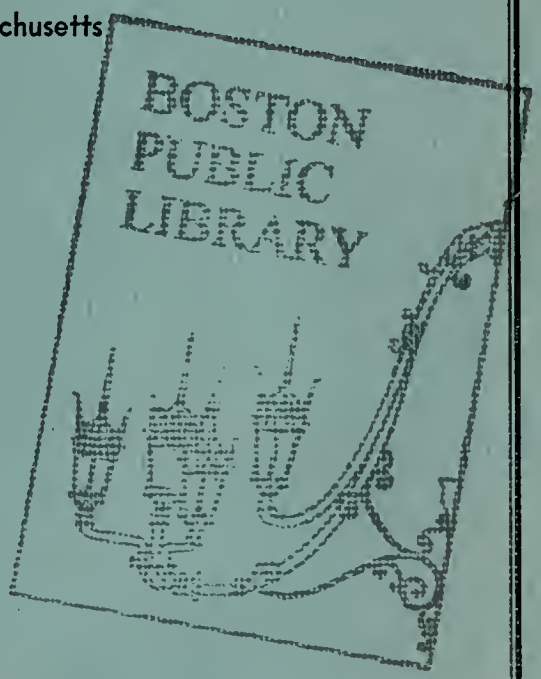
BOSTON REDEVELOPMENT AUTHORITY
Boston, Massachusetts

REPORT

NEW ENGLAND PRODUCE CENTER, INC.

Chelsea-Everett, Massachusetts



CHAS. T. MAIN, INC.

BOSTON, MASSACHUSETTS CHARLOTTE, NORTH CAROLINA

2535-1-2 November, 1965

Waterfront
128NE
1965

W. M. HALL
G. R. RICH
R. T. COLBURN
F. P. PARKER
C. M. FLINT
V. C. HARE
W. J. LESSARD
T. M. BURTON
C. A. DAUBER
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CHAS. T. MAIN, INC.
441 STUART STREET
BOSTON, MASSACHUSETTS 02116

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BRANCH OFFICE
1301 EAST MOREHEAD STREET
CHARLOTTE, N.C. 28204

November 30, 1965

2535-1-2

Boston Redevelopment Authority
City Hall Annex
Boston, Massachusetts

Attention: Development Administrator

Gentlemen:

In accordance with our agreement dated September 30, 1965, we are pleased to submit our study of a feasible plan to provide new facilities for members of the New England Produce Center, Inc., who must relocate due to redevelopment of the area in which they are presently located in Boston.

The dealers had considered various sites over a period of years, and finally selected a site in Everett-Chelsea, Massachusetts as their choice. An alternate site in Readville, Massachusetts was not studied because the dealers did not indicate any interest in that area.

In order to accomplish the most economical solution to this problem, a feasible arrangement was studied for the area hereinafter referred to as Lot "J", and is described as Scheme I. In order to give the dealers an opportunity of comparing this with a more spacious arrangement, a second arrangement, described as Scheme II, was developed, utilizing portions of two adjacent land parcels, Lots "K" and "L", which we understand can be made available for expansion of the originally planned Lot "J".

The total estimated program cost for Scheme I, including real estate, is $5,649,000 (excluding financing). This converts to an annual cost of $3,876.62 per occupancy unit, including capital recovery.

Scheme I represents a feasible, acceptable plan, meeting the reasonable and foreseeable requirements of the dealers. We considered it worthwhile to formulate an alternative, more spacious arrangement, together with cost estimates, to give the dealers an opportunity of selecting, if they wished, either plan or more reasonably a compromise of the two plans, depending upon their ability and willingness to pay for added convenience.

Scheme II represents the alternative arrangement, which would include bays one foot wider than Scheme I, additional team trackage, very adequate parking close to all buildings, an opportunity for landscaping and beautification of the market area, and other features both useful and desirable.

The total estimated cost of this scheme is $6,466,930, including real estate, but excluding financing costs. This estimate translates to an annual cost of $4,437.78 per bay (occupancy unit), including capital recovery.

It should be noted that the annual cost per bay includes all costs incident to construction and financing of the project. The use of a cost per bay figure assumes that tenants will share equally in the overall cost of the project, based on the areas they occupy.

No staging plan was included in this study since it presents no problem and can be readily handled. The 115 bays which are presented as one of the criteria will be adequate for the known demands for space at the time of presentation of this report.

The estimated time from the signing of a design contract to completion of construction would be approximately one year. This can vary widely dependent upon individual dealer requirements and the type of contracts the dealer corporation wishes to award.

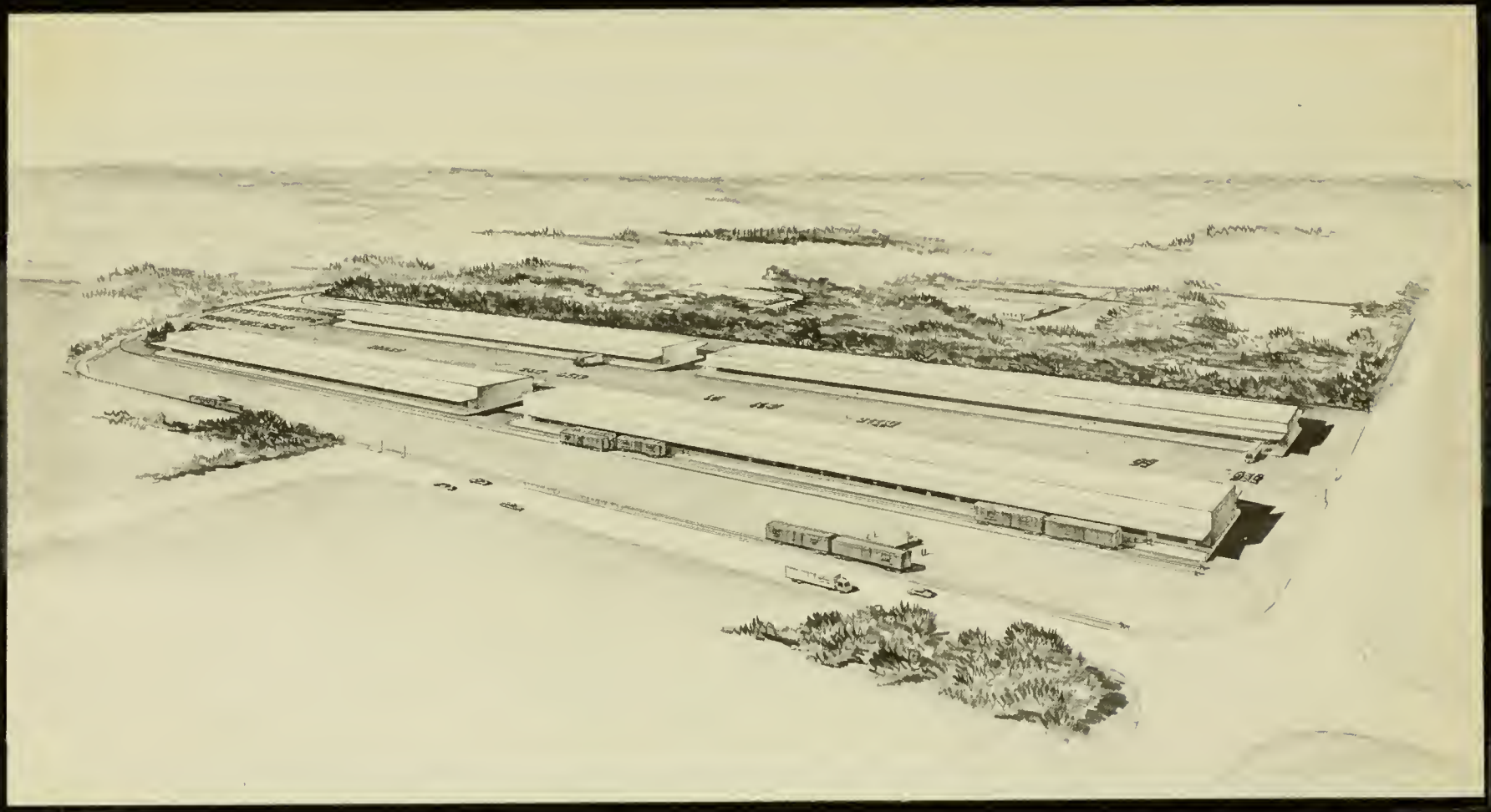
Respectfully submitted,

CHAS. T. MAIN, INC.

By H B King

H. B. King

HBK/mf



PROPOSED NEW ENGLAND PRODUCE CENTER, INC., CHELSEA-EVERETT, MASS.
Chas. T. Main, Inc., Boston, Massachusetts - Charlotte, North Carolina

BOSTON REDEVELOPMENT AUTHORITY
Boston, Massachusetts

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SUMMARY

Over a period of several years, a number of potential sites were considered, and it was decided by agreement between the dealers and B. R. A. that an area partially in the City of Chelsea and partially in the City of Everett appeared to be the best available choice after consideration of such factors as price, proximity to distribution area, rail and highway access, adequacy of space, etc. Before the final site decision was made, it was necessary to accomplish this report to determine its feasibility.

A variety of occupancy uses are intended by various specialized fruit and produce dealer functions, such as tomato packing, banana ripening and distribution, fresh fruit and vegetable pre-packaging, and more generalized bulk sales. A primary objective was the provision of suitable space at minimal cost. Generally, a sanitary, well ventilated space with a properly drained floor was considered an adequate basic unit which could be further adapted, in any multiple, by the tenant for his particular use. The concept of multiple-occupancy buildings has proven to be the most economical arrangement, since it allows the sharing of many basic costs, such as land, utilities, rail trackage, etc.

The space requirements of the intended occupants vary, and it was determined that by using a modular space consisting of a structural bay 24 or 25 feet wide by 70 feet deep, with 20 feet clear height, these requirements could be satisfied by assignment of either a single bay or any undivided multiple of contiguous bays. It was further determined by consultation with the dealers' group that a total of 115 of these modular units would be adequate for the known occupancy intention at the time of this study.

A group of four multiple-occupancy buildings was arranged on the selected site and, as an alternative, upon an expanded site. The 115 units were provided in these four buildings and provision was made to include space set aside for an administrative office, general welfare, lunch room and electric switchgear compartments. Sufficient preliminary planning was done to obtain estimated costs for the entire project and from these figures occupancy rental rates were estimated.

If, prior to actual design of the facility, it is decided that facilities should be provided in the market area for brokers offices and similar space, this could be accomplished by spanning the cross-roadways which separate the buildings and adding a second floor at a level which would not interfere with traffic.

SCOPE AND DESCRIPTION OF THE PROJECT

Due to the proposed plans to demolish and renew an area in Boston in which a number of wholesale fruit and produce dealers have been located, it became necessary for these dealers to find suitable relocation quarters. An organization of these dealers was formed, under the name of the New England Produce Center, Inc., for the purpose of exerting a group effort to provide a new market area for themselves, and this group, in turn, has received the assistance and aid of the Boston Redevelopment Authority in providing the present feasibility study.

A limited group of intended occupants were interviewed to determine their requirements and preferences; the requirements of the bulk of the intended occupants were conveyed through their group organization. These requirements are for multiple-occupancy buildings containing a series of modular units which can be occupied either singly or in any multiple.

The dealer group specified that within a site there were to be provided a total of 115 modular units and team track facilities for 60 rail cars. Parking areas for automobiles and trucks were to be provided. It was further specified that each occupancy unit should

be provided with both truck and railroad loading and unloading facilities, and that a double rail track should serve the structures. Design criteria were specified as suitability to intended use, flexibility of planning and economy of construction.

This study includes consideration of site requirements and land preparation.

The scope includes provision of basic occupancy units which are readily adaptable and re-adaptable to the various intended uses. Included in each unit are properly drained floors, an office, toilets, gas, electricity, water, sanitary sewerage and roof drainage. Site improvements include adequate pavement for roadways and parking, storm drainage, area lighting and security fencing.

On the basis of the foregoing criteria, cost estimates were developed for site improvements, structures, services and all other factors involved in providing a market of suitable description. Figures for the cost of land were provided by the dealers' association. Based on these costs, yearly rental figures per bay were developed.

SITE DESCRIPTION AND LOCATION

The site studied is Lot "J", shown on Drawing 2535-1-R2 in the Appendix. This is a parcel owned by Eastern Gas and Fuel Associates which is roughly rectangular in shape and consists of approximately 26-1/2 acres. The Chelsea-Everett city line passes through this parcel, as shown in the drawing. Incorporation of portions of Lots "K" and "L" would be required for Scheme II. The combination of Lot "J", plus a 191 foot strip of Lots "K" and "L" would comprise approximately 35.8 acres.

The site is a former tidewater marsh near the mouth of the Mystic River and was reclaimed many years ago by filling with miscellaneous materials. The city line follows the path of a former stream bed which is now filled in. We understand that existing railroad tracks owned by Eastern Gas, which cut through the property, are to be removed as part of the site improvement work under way.

An existing 15 inch sanitary sewer line runs through the site. Existing storm sewer lines run along two sides of the parcel. The land is reasonably flat with no distinguishing topographical features.

The site is located approximately three miles from the present market area and is accessible by road from Beacham Street, Everett, which

runs off Broadway. Broadway, in turn, provides convenient access to Boston, Cambridge, Somerville and all surrounding suburbs. Access to Chelsea, the Mystic River Bridge, and all expressways will be via Williams Street, Chelsea. The site is very conveniently located for receipts from and shipments to the entire Metropolitan Boston area.

SOIL INVESTIGATION

In order to establish the nature and bearing characteristics of the soil, a series of fifteen test borings were taken. The location of these borings is shown on Drawing 2535-1-R1 and a tabulation of the logs is shown as Exhibit "A" in the Appendix.

The borings were sunk to a depth of 40 feet, with several driven down to approximately 110 feet for additional lower level information. Our analysis has shown that the area consists of a top layer of fill from 5 to 12 feet thick. This material represents a mixture of black ashes, cinders, sand, gravel, wood and red bricks in varying amounts. Underlying this is a layer of soft gray-yellow peat and silt varying in thickness from 5 to 22 feet. Below this is a stratum of medium to stiff gray and yellow clay.

Good construction necessitates that support for the facility contemplated be obtained from friction type piling driven into this clay stratum. Since the water level is approximately 9 feet below grade, it is recommended that treated timber piles be used.

SITE DEVELOPMENT

General

During the course of this study, the site was in the process of being filled, graded, and levelled by the owner. As a result, it is expected that the requirement for further earthwork in the market area will be minimal.

The average grade of the site is about 14.10 feet, with the high and low points varying about 2.5 feet above and below this average. The planned paved grade elevations will meet the requirements of storm drainage, front and rear platform grade clearances, railroad tracks, and highway access.

Off-site fill is planned for the support of the structural slab on the four buildings during pouring and curing.

All elevations refer to Eastern Gas and Fuel Associates base.

Railroads

Rail service will be provided over the New York Central System branch line along the northwest boundary of Lot "J", as shown in Drawings 2535-1-R2 and 2535-1-R3 in the Appendix. We understand that the Boston and Maine Railroad may also provide rail service to

this area. The house and team tracks will enter the site via switches from this line.

The elevation of the top of the rail on the branch line is approximately 14.75 feet, and this grade may be held closely, with very little variation, over the entire area being considered for the market.

Highway Access and Roads

Access to Everett already exists via Beacham Street, and during the course of this report, the City Council of Chelsea committed itself to the acceptance of an extension of Williams Street as an access to the site from Chelsea. This acceptance will probably include paving this extension once the market project moves closer to reality.

The elevation of both Beacham and Williams Streets is approximately 16.3 feet, and no problem is anticipated with this grade.

Pavement and Parking Areas

Bituminous concrete pavement is planned for roads and parking areas within the market area. Due to the anticipated heavy usage of these areas, it is planned that two courses of this surface will be applied to a layer of crushed rock, which, in turn, will have a base of bank run gravel. This combination of materials will not only yield an excellent road surface, but will also permit accomplishment of the required small adjustments of grade.

Storm Drainage

The storm drainage for the area is planned to consist of three main storm sewers running from west to east through the site. The plan will be the same for both Scheme I and Scheme II, except for the spacing of the sewers and the length of the north-south feeder lines. (See Drawing 2535-1-R2 for Scheme I and Drawing 2535-1-R3 for Scheme II.)

One main will run north of and parallel to the house tracks on Scheme I and between the house tracks and team tracks on Scheme II. The second main will run through the center of the division street between the buildings. The third main will run between the house tracks and team tracks on Scheme I or south of and parallel to the house tracks on Scheme II.

These three storm sewers will empty into the large (15'-6" x 9'-5") storm sewer running along the east side of the site and emptying into the Island End River.

Sanitary Sewerage

The sanitary sewerage requirements for the site are served by the existing 15 inch diameter sanitary sewer line which now bisects the site with a flow from south to north.

This sanitary main will receive the sewage from the various buildings through 8 inch pipes connected at two new manholes.

Water Service Main

While other locations for water service connections are possible, the extension of a 10 inch line from the main in Second Street in Chelsea running through East Locust Street in Everett and continuing down the extension of this street into Chelsea and to the site, will provide the most reliable water service to this area.

A 10 inch line connected to the city's main in this street can be extended through the middle of the Produce Center site to serve all buildings with domestic water and fire protection. Hydrants will be located every 500 feet through the site and connections for sprinkler systems in the buildings can be provided if they are required.

Process Effluent

It is not foreseen that any special treatment will be required for waste drainage other than the possible requirement by certain occupants, such as the pre-packagers for grinding up vegetable waste or using floor drains with removeable baskets.

Area Lighting

Parking areas, roads and team track unloading areas will be illuminated either from building-mounted floodlights or pole lighting.

Security Fencing

The entire compound of four buildings, railroad track and paving will be enclosed with 6 foot high security type chain link fencing with gates at Williams Street and Locust Street and at railroad track entrances.

GENERAL ARRANGEMENT and DESCRIPTION OF STRUCTURES

Scheme I - Arrangement

Given the designated site of Lot "J", the dealer spaces were placed in four structures, arranged in two rows of two buildings each, facing each other across a 184 foot roadway, and served by double railroad tracks at the rear. This arrangement is shown in Drawing 2535-1-R2.

The 184 foot width roadway is adequate for the maneuvering of 50 foot trailer trucks. A wider roadway would preclude proper usage of the rail areas to the rear of the buildings.

During the period of this study, new railroad tracks were being laid along the western property line of the site. The planned rail arrangement calls for four switches from the main track, two to serve the structures and two to serve the team tracks. Two of these four side tracks switch into two branches after entering the property to provide double tracks for each multiple building. A small easement area will be required beyond the northwest corner of the lot to allow the switch to enter the site.

The two team tracks, as shown along the north and south property lines, can accommodate the required 60 cars.

The employee automobile parking arrangement under Scheme I is west of the structures and provides 270 spaces. An additional 120 customer parking spaces are provided between the two rows of buildings.

The arrangement also allows space for 27 truck or trailer spaces at the west end of the property.

Except for the structures and team tracks, the entire area is paved, including pavement of the house track areas to the rail height. This permits vehicular access to all areas of the market and will facilitate area cleaning.

Two entrance-exit gateways are provided on Beacham and Locust Streets to facilitate traffic flow.

Six foot high barbed-wire-topped chain link fencing is provided around the entire perimeter of the site, with four railroad gates and two motor vehicle gates.

Scheme I - Structures

The requirement for 115 occupancy modules is best divided among four structures for reasons of flexibility, economy, and operational requirements. (See Drawing 2535-1-R4.) Modular units of 24 feet by 70 feet interior dimensions were based upon dealer agreement. Front

and rear walls are designed as the only bearing walls so that any number of bays may be combined to provide a clear operating space of size suitable for the particular occupant's requirements. The dividing walls between occupancy units will be constructed of concrete block which is readily removed to enlarge spaces or built in to reduce spaces.

Foundations are to be reinforced concrete beams supported by timber piling, topped by a structural reinforced concrete slab. Fill will be used directly beneath the slab for support during pouring and curing. The foundations and floor slab construction will be designed to support a live load of 250 pounds per square foot.

Roof construction will consist of pre-stressed double tee concrete members designed to span the 70 feet from front to rear bearing walls. On this will be placed a sheet of vapor barrier, one inch of rigid fiberglass insulation, and tar and gravel roofing.

Front and rear bearing walls will be 12 inch concrete blocks, and partition walls between occupancy units will be of 8 inch concrete block for reasonably easy removal when necessary. Twelve foot wide overhead doors will be provided at the truck dock; eight foot double swinging doors will be placed on the rail platform wall. Windows will be provided both front and rear in the upper portions of the wall.

The building design provides continuous platforms, 15 feet wide, at floor level at front and rear. The front platforms (facing the common central roadway) will be at truck bed height, or about 45 inches above grade level. Pedestrian steps will be indented into the truck platform at convenient intervals. The rear platforms will be at rail-car height, or about 55 inches above grade level. Platforms will be pitched down from wall lines to permit drainage to the outside during wash-down. Truck platforms will be edged with bumper pads. Cantilevered canopies, supported from the upper wall will be provided over front and rear platforms. Truck platform canopies will extend 5 feet beyond the platform line; rail dock canopies will be flush with the platform line.

All units are planned to contain a mezzanine floor 16 feet deep (by 24 feet wide) with office and toilet facilities. Clear ceiling height will be 20 feet in the main bay area. Office partitions and stairs are provided. Occupants of multiple-bay units may not require this mezzanine across their entire occupancy unit. Provision will be made in the final design for extension of the mezzanine level to cover the entire space, providing a second floor for occupants who so require. An estimate of the corresponding additional rental cost per unit containing a second floor is provided. This second floor is figured on a live load capacity of 125 pounds per square foot. An estimate of the additional

rental cost for an enclosed rear (railroad) platform will be included for those who desire it.

All floors on the first floor level will be concrete with a non-skid surface and will be pitched to drains within the unit spaces.

Space has been set aside for use for a central administrative office, a lunchroom, public welfare space, and electric compartments within the 115 bays.

Scheme II - Arrangement

Scheme II, which includes the addition of a strip of land 191 feet deep, across Lots "K" and "L", contiguous with Lot "J", is shown on Drawing 2535-1-R3 in the Appendix.

The arrangement of the four multiple-occupancy buildings is similar to Scheme I, except that the platform line of the south buildings is 121 feet, 6 inches in from the property line, and the street between the buildings has been increased to 250 feet. This arrangement permits maximum traffic circulation and landscaping area. Switches and crossovers are provided to serve each of the structures, as well as the team tracks, for flexibility of railcar handling.

The two-deep parking area in the middle of the division street provides space for 366 automobiles.

Scheme II is, in our estimation, worthy of consideration by the dealers and the community, both for the present and the future. The

more spacious arrangement will not only result in greater operational ease and reduced time loss, but it will also comply with the present strong trends toward more visually attractive industrial areas, with its greater adaptability to minimal, but effective, landscaping.

Scheme II - Structures

Structures, under this plan, would be similar to Scheme I, except that bay widths are 25 feet and ramps and platforms are provided at each end of each building to permit small wheeled vehicles to move from one building to ground level or to another building.

ELECTRICAL SYSTEM

Incoming Service

Electrical service for the buildings will come from a 4 KV overhead line run by the power company on the owner's property.

The power company will provide one (1) pad mounted transformer for each pair of buildings at no expense to this project. These transformers will be located between the two buildings served and will step the power down to 480Y/277 volts, 3 phase, 4 wire for distribution through the buildings.

Power Distribution

Power for each building will be distributed through a main disconnect switch to a meter loop run through the building. One meter will be provided for general area lighting and one meter for each building occupant.

Each occupant will be provided with a 480Y/277 volt service. Dry type transformers will be provided for each building occupant to transform from 480 to 120 volts for incandescent lighting and receptacles. Sufficient electrical capacity to take care of refrigeration or conditioning rooms, air-conditioning for office areas and lighting, will be provided each occupant. There will be adequate electric power for usual additional individual requirements.

Lighting System

The lighting system will be, in general, by fluorescent fixtures utilizing the 277 volt single phase system. The 120 volt system will be available for incandescent light for areas such as docks. Adequate lighting levels will be provided, depending on area function.

Telephone System

A conduit system with terminal boxes will be included to provide each occupant with telephone service.

MECHANICAL SERVICES

Plumbing

The plumbing requirements will vary with the individual concerns occupying the various buildings, but for the purpose of this report, a basic arrangement has been used of two bays per tenant with a toilet room for men and another for women on the mezzanine level as shown on Drawing 2535-1-R4.

The basic plumbing consists of one water closet and lavatory for each toilet room on the mezzanine, one hose connection on the ground floor level and two floor drains per bay at the ground floor level.

Domestic hot water will be supplied by each tenant to suit his own purposes. Gas and water connections will be available in each bay.

The piping will be arranged with plugged connections to allow for additional plumbing fixtures at the mezzanine level. A main water header will be run through each building with water metered to each tenant.

Heating

The mezzanine area for each tenant will be provided with a gas fired forced warm air heating system with air distribution through registers or baseboard units, as may best suit the particular tenant layout. In general, each furnace will be located on the mezzanine.

General heating of each bay will be provided by two suspended gas unit heaters. Units will be sized to maintain an average of 70°F, if required, with doors closed in the working area.

A gas supply main will be provided by and at the expense of the Boston Gas Company running the full length of each building with a gas meter provided for each tenant.

COST ESTIMATE

	Scheme I	Scheme II
A. Site Work Includes grading, pavement, rail facilities and security fencing	$ 508,000	$ 660,000
B. Structures Includes piling, foundations, building shell, mezzanines, platforms and ramps	2,686,000	2,865,000
C. Electrical Service Includes primary service, area and building lighting, power distribution and telephone	340,000	370,000
D. Mechanical Services Includes water supply, sanitary and storm systems, plumbing, heating and ventilation	495,000	517,000
Sub-total	$4,029,000	$4,412,000
Contingencies	320,000	350,000
Engineering	140,000	140,000
Total Construction Costs	$4,489,000	$4,902,000
E. Fixed Land Costs Information obtained from New England Produce Center, Inc. ($1.00 per square foot)	1,160,000	1,564,930
TOTAL PROJECT COST EXCLUDING FINANCING	$5,649,000	$6,466,930

Optional Costs

A. Cost per bay for full second floor	$3,650	$3,800
B. Cost per bay for enclosed rear platform	$575	$600

RENT ESTIMATE

The annual rent estimates are based on the assumption that tenants will share in the cost of all associated facilities such as railroad, trucking areas and related land cost in proportion to the actual building area they occupy. Further, it has been assumed that the program will be financed by a 25 year, 6% loan.

	Scheme I	Scheme II
Total Project Cost	$5,649,000	$6,466,930
Capital Recovery Factor	x .07823	x .07823
Annual Cost (Principal & Interest)	$ 441,921	$ 505,908
The average annual rent per bay (2400 ft. Scheme I and 2500 ft. Scheme II) with mezzanine, and a portion of administrative and public areas (114 rentable bays)	$3,876.62 per bay	$4,437.78 per bay

The estimated annual rent includes principal and interest only and does not include operating expenses, such as maintenance, taxes, snow removal, yard lighting, security or other overhead.

Optional Costs

A. Additional annual rent for full second floor	$285.00	$297.27
B. Additional annual rent for enclosed rear platform	$47.80	$49.93

Income

Income from team track rental, metered parking, brokers, bank and other non-bay occupants has not been included in this feasibility study.

COOPERATION AND CONSULTATION WITH OTHER AGENCIES

Throughout the progress of this study, the Chas. T. Main, Inc. organization remained in close contact with both the Boston Redevelopment Authority and the dealers' organization, the New England Produce Center, Inc., receiving assistance and guidance from these two sponsoring agencies.

The valuable cooperation of the Transportation and Facilities Research Division of the U. S. Department of Agriculture was available throughout the period of our study.

Other agencies which cooperated and contributed assistance were the Boston Edison Company, the New York Central System, and various municipal employees of the cities of Everett and Chelsea.

ITEMS NOT INCLUDED IN THE COST ESTIMATE

1. The cost of the test borings for soil investigation.

2. It is proposed that equipment and materials will be delivered to the site as they are required. If equipment or materials arrive ahead of schedule and require special warehousing, this cost is not accounted for.

3. In the event that the contractors are requested to work on a premium time basis, through no fault of their own, this cost will be extra to the estimate.

4. Attempt will be made to receive firm bids on all items to be purchased. This may not always be possible. In the event that some equipment may be subject to escalation at the time of shipment, this cost has not been included in the estimate.

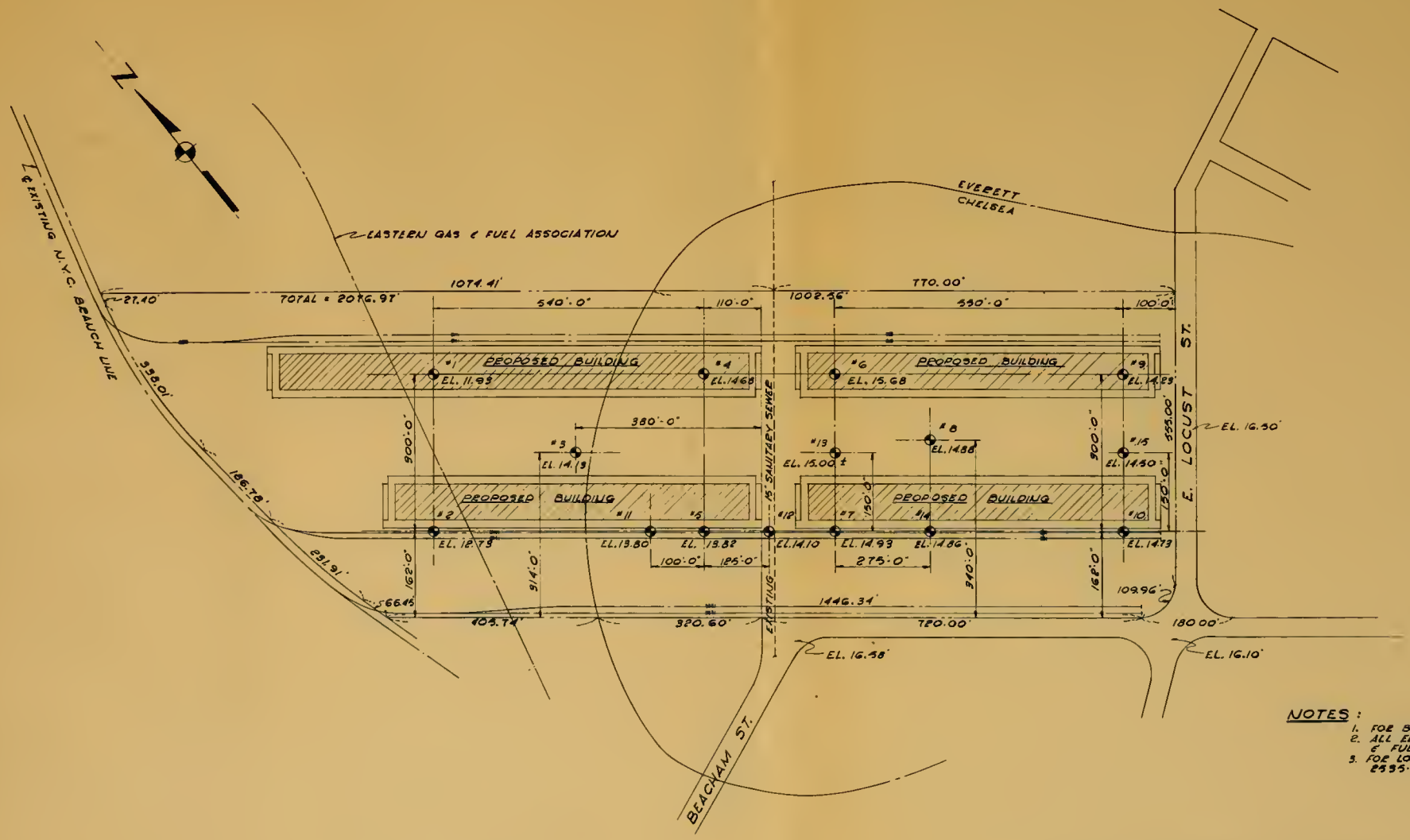
5. State sales taxes, if applicable at the time of purchase, are not included.

6. No provision has been made for sprinklers in the structures.

7. The cost of a property survey has not been included.

8. The cost of any easements, rights-of-way, insurance and legal counsel has not been included.

APPENDIX



NOTES :

1. FOR BORING DEPTH SEE LOGS.
2. ALL ELEVATIONS REFER TO EASTERN GAS & FUEL DATUM.
3. FOR LOCATION PLAN SEE DWG. NO. 2535-1-E2.

DATE	ISSUED FOR	NO.	REVISIONS	DATE

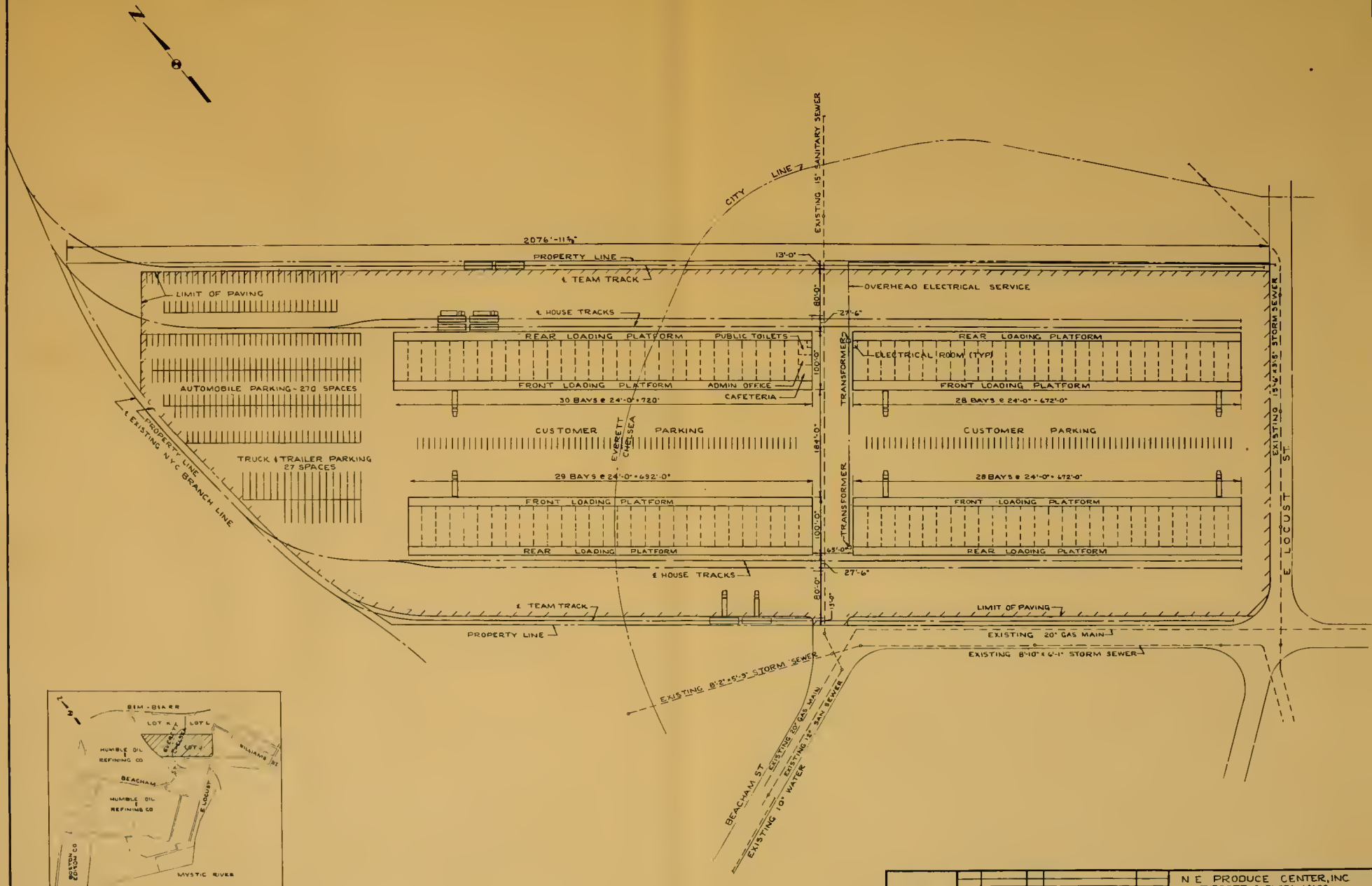
DRAWN RAD CHECKED P.T.
DATE MADE 20 JULY 62 IN CHARGE C.M. FUUT APPROVED G.F. GROGAN

N. E. PRODUCE CENTER, INC.
EVERETT - CHELSEA, MASS.

BORING PLAN

CHAS. T. MAIN, INC.
BOSTON MASSACHUSETTS
CHARLOTTE NORTH CAROLINA

SCALE: 1" = 100'
CLIENT JOB DWG. NO.
2535-1 - R1



LOCATION PLAN
SCALE 1"=1000'

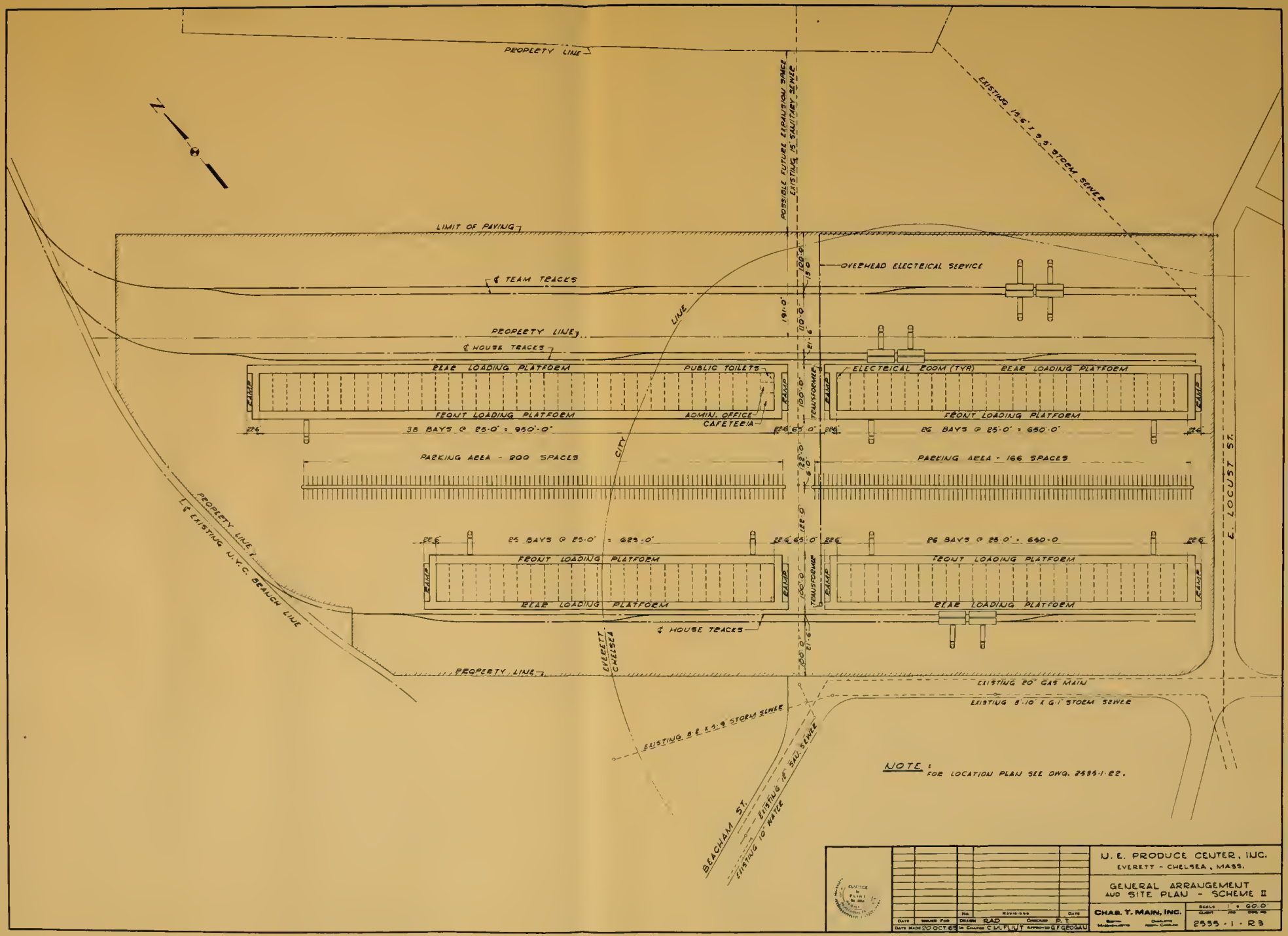
DATE	ISSUED FOR	NO.	REVISIONS	DATE	
DATE MADE 11-18-05		DRAWN C.TRACY	CHECKED PT		
		IN CHARGE C.M. FLINT	APPROVED G.F.G.		

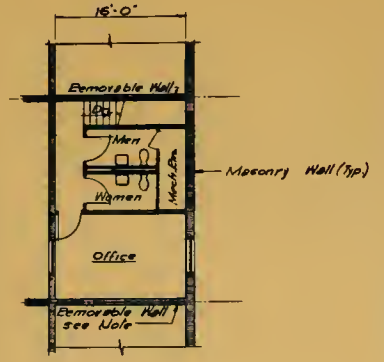
N E PRODUCE CENTER, INC
EVERETT - CHELSEA, MASS

GENERAL ARRANGEMENT
AND SITE PLAN - SCHEME I

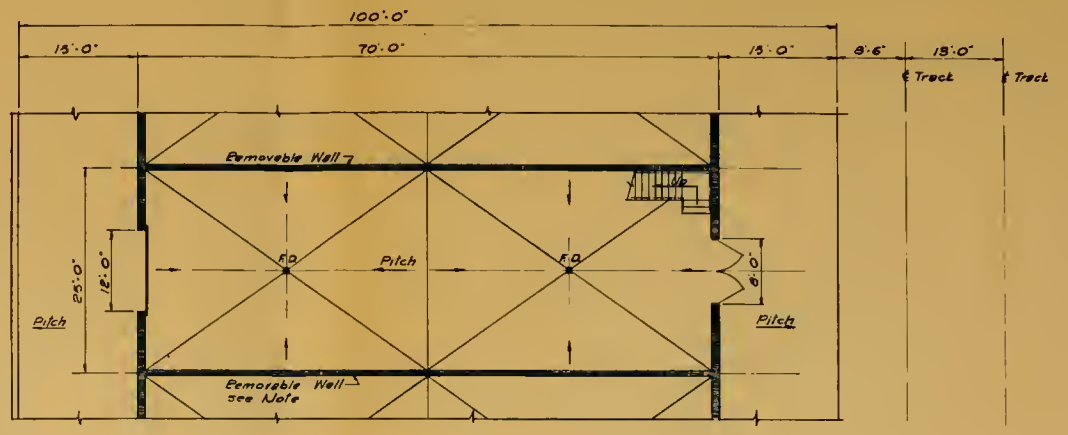
CHAS. T. MAIN, INC.
BOSTON, MASSACHUSETTS

SCALE 1"=60'-0"
CLIENT JOB DWG. NO.
2535-1-R2

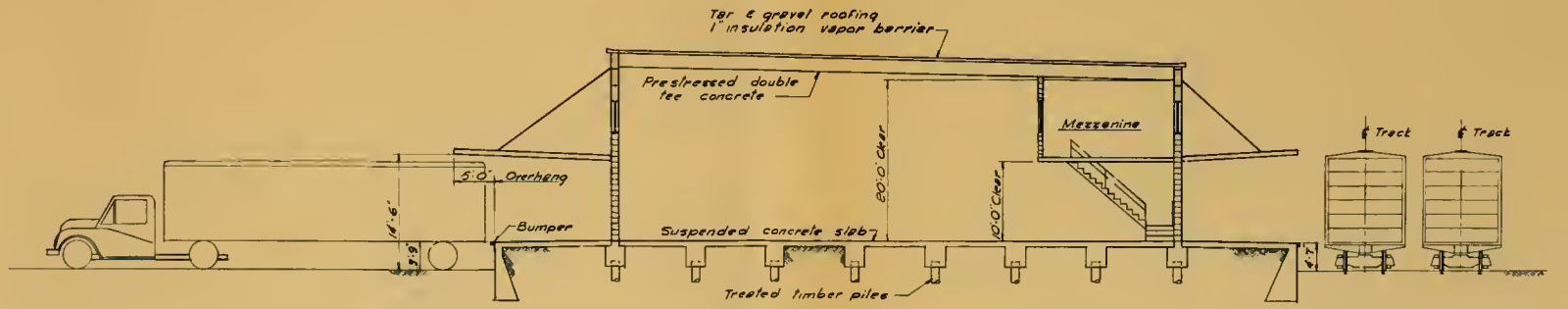

PROPERTY LINE
POSSIBLE FUTURE EXPANSION SPACE
EXISTING 15" SANITARY SEWER
EXISTING 15'6" & 9'3" STORM SEWER
LIMIT OF PAVING
℄ TEAM TRACKS
OVERHEAD ELECTRICAL SERVICE
PROPERTY LINE
℄ HOUSE TRACKS
REAR LOADING PLATFORM
PUBLIC TOILETS
ELECTRICAL ROOM (TYP.)
REAR LOADING PLATFORM
RAMP
TRANSFORMER
FRONT LOADING PLATFORM
ADMIN. OFFICE
CAFETERIA
FRONT LOADING PLATFORM
38 BAYS @ 25'-0" = 950'-0"
26 BAYS @ 25'-0" = 650'-0"
PARKING AREA - 200 SPACES
PARKING AREA - 166 SPACES
CITY LINE
PROPERTY LINE
℄ EXISTING N.Y.C. BEACHAM LINE
25 BAYS @ 25'-0" = 625'-0"
26 BAYS @ 25'-0" = 650'-0
FRONT LOADING PLATFORM
REAR LOADING PLATFORM
FRONT LOADING PLATFORM
REAR LOADING PLATFORM
℄ HOUSE TRACKS
EVERETT CHELSEA
PROPERTY LINE
EXISTING 20" GAS MAIN
EXISTING 8'-10" x 6'-1" STORM SEWER
EXISTING 8'-6" x 5'-9" STORM SEWER
EXISTING 18" SAN. SEWER
EXISTING 10" WATER
BEACHAM ST.
E. LOCUST ST.
NOTE : FOR LOCATION PLAN SEE DWG. 2535-1-R2.
U. E. PRODUCE CENTER, INC.
EVERETT - CHELSEA, MASS.
GENERAL ARRANGEMENT AND SITE PLAN - SCHEME II
CHAS. T. MAIN, INC.
BOSTON, MASSACHUSETTS
CHARLOTTE, NORTH CAROLINA
SCALE 1" = 60.0'
2535-1-R3
DATE ISSUED FOR
DRAWN RAD
CHECKED P.T.
DATE MADE 20 OCT. 65
IN CHARGE C.M. FLINT
APPROVED C.M. FLINT



PLAN - MEZZANINE



PLAN - TYPICAL BAY



SECTION THRU TYPICAL BAY

NOTE :
For multiple bay occupancy, walls noted as removable are not constructed.

M28NE

Report
New England Produce
Center

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NEW ENGLAND TEST BORING CORP.

Telephone LAfayette 3-1150 — TEST BORING REPORT — BOSTON, MASSACHUSETTS

To Chas. T. Main, Inc. Date Aug. 3, 1965 Job No. 3323

Location New Eng. Produce Center, Chelsea-Everett, Mass. Scale 1"= 4'

Figures in right hand column indicate number of blows required to drive 2 inch sampling spoon 1 foot, using 140-lb. weight falling 30 inches

BORING #1

Elev. 11.93

0'0"	LOOSE BLACK ASHES & CINDERS FILL (dry)	5
7'6"	VERY SOFT DARK-GRAY-YELL. FIBROUS PEAT, some silt (moist)	2
W.L.		
13'0"	MEDIUM SILTY GRAY CLAY, trace very fine sand	6
15'0"	VERY STIFF SILTY LEACHED YELLOW CLAY (slightly plastic)	18
19'6"	MEDIUM LEACHED, SILTY YELL. CLAY (moderately plastic)	8
21'6"	SOFT YELL-GRAY CLAY (moderate plasticity)	4
29'0"	VERY SOFT GRAY CLAY (moderate to very plastic) (moist)	2
40'0"	Water Level -10' 3"	

BORING #2

Elev. 12.73

0'0"	VERY LOOSE BLACK COKE, ASHES AND MISC. FILL (dry)	4
4'6"	MEDIUM SILTY GRAY CLAY, some fine sand, gravel & bldrs., fill	9
7'6" W.L.	VERY SOFT GRAY-YELLOW PEAT AND SILT (moist)	2
15'6"	FIRM MED. TO FINE GRAY SAND, some sil	10
16'6"	MED. SILTY GRAY CLAY, some f. sand	12
18'0"	STIFF LEACHED YELLOW CLAY (some plasticity)	15
22'6"	MEDIUM YELLOW CLAY (moderately plastic)	7
27'0"	SOFT GRAY CLAY (moderate to very plastic) (moist)	4
34'0"	VERY SOFT GRAY CLAY (extremely plastic) (wet)	2
40'0"	Water Level -7' 9"	

BORING #3

Elev. 14.13

0'0"	VERY LOOSE BLACK CINDERS & ASHES FILL (dry)	3
5'6"	VERY LOOSE BLACK CINDERS, SAND & MISC. FILL (wet)	2
W.L.		
13'0"	VERY SOFT GRAY-YELL. PEAT AND SILT, some shells	2
15'6"	LOOSE FINE TO VERY FINE GRAY SAND, some silt, trace gravel & clay	8
18'6"	VERY STIFF SILTY LEACHED YELLOW CLAY (slightly plastic)	17
24'6"	MEDIUM SILTY, LEACHED YELLOW CLAY (some plasticity)	7
28'6"	VERY SOFT TO SOFT GRAY CLAY (very plastic)	2
79'0"	LOOSE MEDIUM TO COARSE GRAY SAND & GRAVEL, some fine sand, trace of clay (wet)	9
84'6"	FIRM COARSE TO MEDIUM GRAY SAND & GRAVEL, some fine sand, trace of clay (wet)	17
91'0"	Water Level -7' 5"	

Water levels indicated are those observed at the completion of each boring, and do not necessarily represent permanent ground water levels.

NEW ENGLAND TEST BORING CORP.

Telephone LAfayette 3-1150 — TEST BORING REPORT — BOSTON, MASSACHUSETTS

To Chas. T. Main, Inc. Date 8/3/65 Job No. 3523

Location New Eng. Produce Center, Chelsea-Everett, Mass. Scale 1" = 4'

Figures in right hand column indicate number of blows required to drive 2 inch sampling spoon 1 foot, using 140-lb. weight falling 30 inches.

BORING # 4
Elev. 14.68

0'0"	loose sand, gravel, cinders, wood, red brick and misc. fill (no sample)	--
9'6"	SOFT TO VERY SOFT DARK-GRAY-YELLOW SILT, trace of peat (wet)	1
25'6"	MEDIUM SILTY GRAY CLAY	11
27'6"	STIFF TO VERY STIFF SILTY, LEACHED, MOTTLED, YELLOW-GRAY CLAY	19
30'6"	MEDIUM YELLOW CLAY (some plasticity)	10
36'0"	SOFT SILTY YELLOW-GRAY CLAY (moderately plastic)	6
40'0"	Water Level-Tidewater	

BORING # 5
Elev. 13.62

0'0"	LOOSE DARK-GRAY-BROWN TO BLACK SLAG, ASHES & CINDER FILL (moist)	8
8'6"	W.L.	
	VERY SOFT DARK-GRAY-YELLOW PEATY SILT, trace of sea shells (wet)	1
27'0"	MEDIUM SANDY, SILTY GRAY CLAY (some plasticity)	7
29'6"	MEDIUM TO STIFF MOTTLED GRAY-YELL. CLAY, tr. f. sand	12
32'0"	SOFT TO VERY SOFT GRAY CLAY (extremely plastic) (wet)	2
40'0"	Water Level -8'6"	

BORING # 6
Elev. 15.68

0'0"	sand, gravel, cinders, wood and red bricks, fill (no sample)	--
12'6"	VERY SOFT DARK-YELL-BROWN SANDY, PEATY SILT (wet)	1
29'6"	MEDIUM TO SOFT SANDY, SILTY, YELL-GRAY CLAY	7
32'0"	VERY STIFF SILTY, LEACHED, YELLOW CLAY (plastic)	17
34'0"	MEDIUM SILTY YELLOW CLAY (some plasticity)	10
36'6"	VERY SOFT TO SOFT YELL-GRAY CLAY (very plastic)	3
40'0"	Water Level-Tidewa	

Water levels indicated are those observed at the completion of each boring, and do not necessarily represent permanent ground water level.

NEW ENGLAND TEST BORING CORP.

Telephone LAfayette 3-1150 — TEST BORING REPORT — BOSTON, MASSACHUSETTS

To Chas. T. Main, Inc. Date 8/6/65 Job No. 3523

Location New Eng. Produce Center, Chelsea-Everett, Mass. Scale 1"= 4'

Figures to right hand column indicate number of blows required to drive 2 inch sampling spoon 1 foot, using 140-lb. weight falling 30 inches

BORING # 7
Elev. 14.93

0'0"	sand, gravel, red bricks, wood & boulders, fill (no sample)	--
9'0"	VERY SOFT DARK-GRAY-YELL. PEATY SILT (wet)	1
29'0"	MEDIUM SILTY, BLUE-GRAY CLAY, trace gravel	10
31'0"	MED. TO STIFF SILTY, LEACHED YELLOW CLAY	12
33'6"	SOFT GRAY-YELL. CLAY (moderate to very plastic) (moist)	4
40'0"	Water Level-Tide water	

BORING # 8
Elev. 14.88

0'0"	sand, gravel, cinders, wood, red bricks and misc. fill (no sample)	--
9'6"	VERY SOFT DARK-GRAY-YELL. PEATY SILT (wet)	1
29'0"	MEDIUM YELLOW-GRAY CLAY, trace of gravel	9
31'6"	MEDIUM TO STIFF SILTY, LEACHED, YELLOW CLAY (some plasticity)	11
35'0"	SOFT GRAY-YELL. CLAY (moderate to very plastic) (moist)	4
40'0"	Water Level-Tide water	

BORING # 9
Elev. 14.23

0'0"	sand, gravel, cinders, wood, red bricks and misc. fill (no sample)	--
8'6"	VERY SOFT GRAY-YELLOW PEATY SILT (wet)	1
24'0"	MEDIUM SILTY, BLUE-GRAY CLAY (some plasticity)	8
26'6"	STIFF TO VERY STIFF SILTY, MOTTLED GRAY-YELL. CLAY	16
29'0"	MEDIUM YELLOW CLAY (some plasticity)	8
34'6"	MEDIUM TO SOFT YELLOW CLAY (moderately plastic) (moist)	5
40'0"	Water Level-Tide wa	

Water levels indicated are those observed at the completion of each boring, and do not necessarily represent permanent ground water lev

NEW ENGLAND TEST BORING CORP.

Telephone LAfayette 3-1150 — **TEST BORING REPORT** — BOSTON, MASSACHUSETTS

To Chas. T. Main, Inc. Date 8/6/65 Job No. 3323

Location New Eng. Produce Center, Chelsea-Everett, Mass. Scale 1"= 4 ft

Figures in right hand column indicate number of blows required to drive 2 inch sampling spoon 1 foot, using 140-lb. weight falling 30 inches.

BORING # 10

Elev. 14.73

0'0"	sand, gravel, cinders, wood, red bricks and misc. fill (no sample)	--
8'0"	VERY SOFT DARK-GRAY-YELL. PEATY SILT (wet)	1
31'0"	MEDIUM BLUE-GRAY CLAY (some plasticity)	8
33'6"	SOFT GRAY-YELL. CLAY (moderately plastic)	5
40'0"	Water Level-Tidewater	

BORING # 11

Elev. 13.80

0'0"	sand, gravel, cinders, wood, red bricks and misc. fill (no sample)	--
8'0"	VERY SOFT DARK-GRAY-YELLOW PEATY SILT, some sea shells (wet)	2
23'6"	MED. BLUE-GRAY CLAY, trace of gravel (Plastic)	8
24'6"	VERY STIFF LEACHED YELLOW CLAY (slightly plastic)	16
28'6"	MEDIUM TO SOFT YELLOW CLAY (some plasticity)	4
37'0"	VERY SOFT GRAY CLAY (moderate plastic)	2
40'0"	Water Level-Tidewater	

BORING # 12

Elev. 14.10

0'0"	sand, gravel, red bricks, wood, boulders and misc. fill (no sample)	--
11'6"	VERY SOFT DARK-YELLOW PEATY SILT (wet)	2
22'0"	VERY SOFT DARK-GRAY SILT, trace of peat & sea shells (wet)	1
27'6"	MEDIUM BLUE-GRAY CLAY, trace of gravel (some plasticity)	7
33'0"	SOFT TO VERY SOFT YELLOW CLAY (moderate plasticity)	3
40'0"	Water Level-Tidewater	

Water levels indicated are those observed at the completion of each boring, and do not necessarily represent permanent ground water levels.

NEW ENGLAND TEST BORING CORP.

Telephone LAfayette 3-1150 — TEST BORING REPORT — BOSTON, MASSACHUSETTS

To Chas. T. Main, Inc. Date 8/16/65 Job No. 3323

Location New Eng. Produce Center, Chelsea-Everett, Mass. Scale 1"= 8 '

Figures in right hand column indicate number of blows required to drive 2 inch sampling spoon 1 foot, using 140-lb. weight falling 30 inches.

BORING # 13

Elev. 15.00

0'0"	sand, gravel, rod bricks, wood, boulders and misc. fill (no sample)	--
11'0"	VERY SOFT DARK-GRAY-YELL. SILTY PEAT, trace of sea shells (wet)	1
29'0"	LOOSE MED. TO COARSE GRAY SAND	6
30'0"	STIFF BLUE-GRAY CLAY (sl. plastic)	12
34'6"	SOFT TO VERY SOFT YELL-GRAY CLAY (wet)	2
55'0"		
	VERY SOFT GRAY CLAY (very plastic)	1
103'0"	FIRM FINE TO MEDIUM YELL-GRAY SAND, trace of silt (wet)	15
115'0"	Water Level-Tidewater	

BORING # 14

Elev. 14.86

0'0"	sand, gravel, rod bricks, wood, boulders and misc. fill (no sample)	--
8'6"	VERY SOFT DARK-YELL-BROWN FIBROUS PEAT (wet)	1
15'0"	VERY SOFT DARK-GRAY-YELL. SILT, some peat and sea shells (wet)	2
31'0"	MED. TO STIFF BLUE-GRAY CLAY (sl. plastic)	14
32'0"	VERY STIFF YELL-GRAY CLAY (sl. plasticity)	17
35'0"	SOFT YELLOW-GRAY CLAY (moderately plastic)	4
40'0"	Water Level-Tidewater	

Scale: 1" = 4'

BORING # 15

Elev. 14.50

0'0"	sand, gravel, cinders, bricks, wood & misc. fill	--
5'0"	VERY STIFF DK-YELL. FIBROUS PEAT (wet) (old marsh-mat)	1
12'0"	VERY SOFT DARK-GRAY-YELL. PEATY SILT, trace of sea shells (moist)	2
24'0"	MEDIUM BLUE-GRAY CLAY (some plasticity)	10
30'6"	MEDIUM TO SOFT GRAY-YELL. CLAY (moderately plastic) (moist)	4
48'0"	SOFT TO VERY SOFT YELL-GRAY CLAY (moderate plastic)	2
56'0"		
	VERY SOFT GRAY CLAY (extremely plastic) (wet)	1
99'6"	FIRM FINE TO MEDIUM GRAY SAND, some fine gravel, trace of silt (wet)	15
110'0"	Water Level-Tidewa	

Water levels indicated are those observed at the completion of each boring, and do not necessarily represent permanent ground water level